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MALVINAS

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Sobre la costa ARGENTINA se encuentra la ciudad de COMODORO RIVADAVIA. A una hora y media de esta ciudad, viajando en avión, se puede llegar a las islas MALVINAS. Los nombres de los distintos establecimientos de las islas son de origen francés, español e inglés.

Para los turistas británicos, visitar las islas no representa ningún tipo de contraste ya que todos los habitantes hablan inglés y la geografía del terreno es muy parecida a ESCOCIA. En cambio para el turista argentino esta diferencia es mucho mayor. El emblema real británico se encuentra pintado en todas partes y solo se ven vehículos de origen inglés en las calles asfaltadas.

Asi era todo antes del 02Abr82. Esta era la impresión que tenían muchos turistas argentinos. Todos creían que se podía llegar a una solución pacífica por el problema de la soberanía. Hasta esa fecha todas las relaciones eran amigables: el comercio, las comunicaciones y el intercambio de productos. A pesar del orgullo nacional que tienen los argentinos sobre el problema de las MALVINAS, no permitía al turista argentino que visitó las islas admitir abiertamente que ellas eran cualquier cosa menos de ellos, muchos sintieron compasión por la situación de los isleños y se dieron cuenta que la vida era tan distinta en este lejano lugar que no debía cambiarse.

Pero todo lo que se logró a través de diez años de amistad fue destruído en unas pocas horas por un pequeño grupo de hombres. El 02Abr82 se producía el desembarco argentino en las islas.

El desarrollo de la vida británica nació hace muchos años.Después de una serie de ocupaciones por tres países, las islas fueron habitadas por británicos. Se unieron un grupo de aproximadamente 25 personas de distintas nacionalidades con un grupo de 18 británicos para tratar de desarrollar la agricultura en las islas. En el año 1842 arriva a la isla el Tte MOODY que fue enviado por el Gobierno británico para establecer la administración civil. Luego en el año 1850 llegaron más colonistas con sus comercios y costumbres. Muchas de las familias que viven hoy en día en las islas son descendientes de estos pioneros.

Se estableció el sector rural y ganadero, especialmente con la introducción de chacareros escoceses. La FIC(FALKLAND ISLAND COMPANY) se creó en el año 1851 y por medio de una Carta Real adquirió el 41% de la tierra de las islas.

Los inmigrantes que llegaban a las MALVINAS formaron una comunidad de habla inglesa, al contrario de lo que paso en la ARGENTINA. Así continuó la vida y las costumbres inglesas en las islas. La población consideraba a GRAN BRETAÑA como su hogar. A pesar de los medios de comunicación que unen a las islas con la ARGENTINA (ahora cortado) y de los turistas argentinos que visitaban dichas islas, siempre existió una especie de barrera entre ambas poblaciones, que aumentó durante el conflicto. Muchos soldados querían comunicarse con los habitantes pero el silencio permanecia. Todo cambió después de la invasión. Por todas partes había un fuerte olor a carne asada, pero como no existen árboles en este lugar los soldados rompían los cercos de madera para usarlos como medios de combustión.

En el año 1971, después de una resolución de la ONU para solucionar el problema de la soberanía de las islas entre GRAN BRETAÑA y ARGENTINA por medio de negociaciones, surgió un Acuerdo de Comunicaciones. Esto fue efectuado para aumentar las comunicaciones entre las islas y la ARGENTINA, que hasta ese momento estaba muy limitada. Sin ninguna duda el hecho más importante fue la construcción de la pista de aterrizaje. Uno de los objetivos del nuevo plan de comunicaciones era que los isleños y los argentinos se llegaran a conocer. Los hijos de los isleños fueron becados en las escuelas argentinas pero la mayoría regresaban a las islas.

Las MALVINAS solo tiene una industria que es la lana, pero a pesar de que esta industria estaba perdiendo fuerza antes de la invasión, en estos momentos se le está dando gran énfasis.

Se han buscado nuevas industrias, y la primera que está funcionando en pequeña escala es la del turismo. También se esta dando impulso a la pesca y hasta puede existir petroleo en las costas de dichas islas. Pero el problema es para quien o para que se hace esto. Los isleños son agricultores y ganaderos que no están acostumbrados a tener patrones.¿Si se los introduce en estas nuevas industrias, podrían sobrevivir sus modos de vida?

En cierto sentido la pregunta anterior ya está contestada; después del conflicto la vida comenzó a cambiar. Los isleños que estaban acostumbrados a la paz y a la tranquilidad tuvieron que enfrentarse con todo lo contrario. Los isleños han evitado la revolución industrial y la vida moderna.

Uno de los primeros problemas que ahora afecta a los isleños es la disputa sobre la soberanía de las islas. Pero ahora todo ha cambiado. Con la medida de fuerza tomada el día 02 Abr 82 por la ARGENTINA, esta destruyó todo reclamo de soberanía.

Durante 150 años las MALVINAS estaban casi desconocidas al mundo. En estos momentos son el centro de atención, reciben gran cantidad de ayuda financiera para moldear su futuro. Ya experimentaron una invasión y una ocupación y ahora están sintiendo los efectos de la posguerra. Nada de esto fue creado por los isleños, pero ahora tienen la responsabilidad de diseñar su futuro.

GUERRA A LARGA DISTANCIA

Hacer una guerra en una isla que se encontraba en el otro lado del mundo le representó a los estrategas militares una serie de problemas que explicará el My BOB ELLIOT.

Los comandantes militares consideraron cuidadosamente la influencia del terreno en su campaña. Estudiaron el relieve, el clima, los medios logísticos aptos para la tarea y los medios de comunicación que se podrían utilizar en dicha región.

Los líderes argentinos tomaron en cuenta a las MALVINAS geograficamente, políticamente e históricamente como territorio sudamericano.

Los británicos estaban a 12.600 km de distancia; su única base de abastecimiento, la isla ASCENCION, había sido arrendada a los EE UU. También se tuvo en cuenta que si las islas hubieran sido ocupadas en época

invernal entonces la poca luz de día, los vientos fuertes, las olas de más de 20 mts de alto, la niebla, la lluvia , el granizo y la nieve se hubieran combinado para disuadir a la fuerza de tarea.

Pero todo esto fue superado. Se envió una fuerza de tarea suficientemente grande como para contrarestar la invasión ARGENTINA. Además de enviar a la marina y a la Flota Auxiliar Real tripulada por civiles, más de 50 barcos fueron obtenidos de 33 compañías.

El factor más importante fue conseguir la pista de aterrizaje de la isla ASCENCION que tiene 3000 mts de largo. Sólo se hallaba a 8 1/2 horas de vuelo de GRAN BRETAÑA. Una vez obtenida la pista se efectuaron hasta 800 vuelos diarios. Tenía depósitos con más de 1.13 millones de litros de combustible. Se encontraban sobre la pista 16 aviones VICTOR de reabastecimiento aéreo.

El control operacional de la FTB fue dirigido por el Almirante SIR JOHN FIELDHOUSE desde el comando en NORTHWOOD, MIDDLESEX (INGLATERRA). Toda la información fue transmitida vía satélite.

Las operaciones militares raramente tienen éxito cuando el enemigo tiene superioridad aérea. La FTB carecía del sistema de aviso temprano. Esa es una de las razones que se envió al SHEFFIELD como buque de aviso temprano. Su pérdida obligó al Almirante WOODWORD a retirar al HERMES y al INVINCIBLE al este de las MALVINAS o sea fuera del alcance del ataque aéreo enemigo.

Para planear un desembarco, se tenía que tener en cuenta las playas, las lanchas de desembarco, las mareas y las rocas y por sobre todo las defensas enemigas, Este tipo de información la debía conseguir las fuerzas SAS y SBS. A través de esta información se escogió la bahía de SAN CARLOS para efectuar el desembarco.

Tal vez la Inteligencia de la ARGENTINA calculó mal la fuerza de la FTB, pero de cualquier manera el Grl MENENDEZ distribuyó mal sus tropas.

La batalla terrestre fue tanto en contra del terreno como contra el clima. La marcha a pié se hacía muy difícil. Las tropas tenían poco apoyo blindado, sólo había cuatro tanques livianos SCIMITAR y dos SCROPION. Estos tanques sólo ejercen una presión de .37kg/cm cuadrado, menos peso del que ejerce un hombre sobre el suelo. La artillería dependía de los helicópteros para trasladarse de un lado para otro. La pérdida de varios helicópteros debido al hundimiento del ATLANTIC CONVEYOR varió los planes. También hubo problemas con las piezas de artillería. Cada vez que disparaban, el retroceso hundía las piezas en el barro, esto afectaba la puntería y se tenían que nivelar cada tanto.

Un ejemplo del uso de los accidentes geográficos para la defensa se vió en PRADERA DEL GANSO. Allí las tropas argentinas se ubicaron en un istmo de 110 mts de ancho con un pequeño monte que lo cruzaba. Se hizo muy difícil ganarle las espaldas. Pero luego de sucesivos ataques, las compañías argentinas fueron capturadas.

El invierno es muy crudo en las MALVINAS. Llueve y el viento y la baja temperatura producen hipotermia. Además si no se usaban botas impermeables se producía lo que se conoce con el nombre de pie de trinchera.

Fue difícil recuperar las MALVINAS, pero aún persisten los inconvenientes geográficos.

En cuanto a la obtención de divisas que es un gran problema, tal vez se podría obtener suficiente dinero de la explotación del ganado ovino para mantener la administración de la Isla, pero no daría para mucho mas que eso. Se podría extraer petroleo, pero [illegible] sería más difícil extraerlo que en el MAR DEL NORTE. También podría surgir la industria pesquera, basada en el krill. Pero si se torna próspera y aún más comenzara a dar ganancias la explotación de estos productos, ¿ Podría esto alimentar el fuego del nacionalismo argentino? Hallar una solución diplomática al problema aún está más lejos que antes del 02 Abr 82.

OPCIONES PARA EL FUTURO DE LAS MALVINAS
por LORD SHACKLETON

Se debe tener en cuenta la relación que existe entre el reciente conflicto con la situación geográfica de las islas y del área del ATLANTICO SUR, y en especial con el Mar de WEDDELL y la península ANTARTICA.

Una vez avanzado el conflicto de las MALVINAS, la primera ministro le pidió a LORD SHACKLETON que ponga al día el informe original sobre las islas incorporando los cambios que se habían originado desde 1976. En este informe, consideraron la importancia geográfica de las islas y de sus dependencias, incluyendo a las GEORGIAS DEL SUR.

La economía de las MALVINAS se basa principalmente en la producción y exportación de lana. LORD SHACKLETON opinó que la economía del lugar estaba en peligro y posiblemente se produciera el colapso de la misma.

Son varias las propuestas que existen para mejorar la economía, entre ellas figura la de establecer pequeñas chacras explotadas por sus dueños, para evitar que las ganancias de estas chacras no se filtren al exterior. También están pensando que con el paso del tiempo se podría dar impulso a la inmigración.

Se consideraron otros aspectos económicos como:

- Pesca del krill. En el futuro se pescaría el krill pero esto requerira la instalación de una importante base científica para la conservación del peseado.

- Hidrocarburos. No están seguros si se podrán extraer estos productos,

- Turismo. Están a favor de dar impulso al turismo, particularmente por la variedad de fauna que se encuentra en la región.

- Industria del tejido. Están interesados en incrementar la industria del tejido.

La propuesta más importante es la de establecer la unión aérea con las islas.

Siempre se tomó en cuenta el problema del aspecto social de las MALVINAS. Ellos tuvieron en cuenta que instalar una gran guarnición en la isla produciría efectos secundarios en la población.

También reconocieron que tenían que apoyar a los jóvenes si querían que no abandonen las islas. Para este fin se destinó de 30 a 35 millones de libras, con unos 40 millones de libras para fomentar la pesca local. Estas propuestas serían esencialmente ejecutadas a largo plazo y no se verían reflejado directamente en el desarrollo económico. También pienzan incrementar la actividad filatélica.

El MRREE COSTA MENDEZ expresó que los argentinos, con su base THULE DEL SUR y con el control sobre las MALVINAS y las GEORGIAS DEL SUR, pensaban lograr la supremacia económica y política de toda la región. Esto podría poner en peligro el Tratado ANTARTICO y la estabilidad de la ANTARTIDA.

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- Pongo al J Dpto.
- El folleto sobre Malvinas pasarlo a Div Ch (una vez pasado al castellano mostrarmelo)

DIV CH

Fechas
Hacer traducir con el traductor del Gpo con folleto Malvinas y posicionarse

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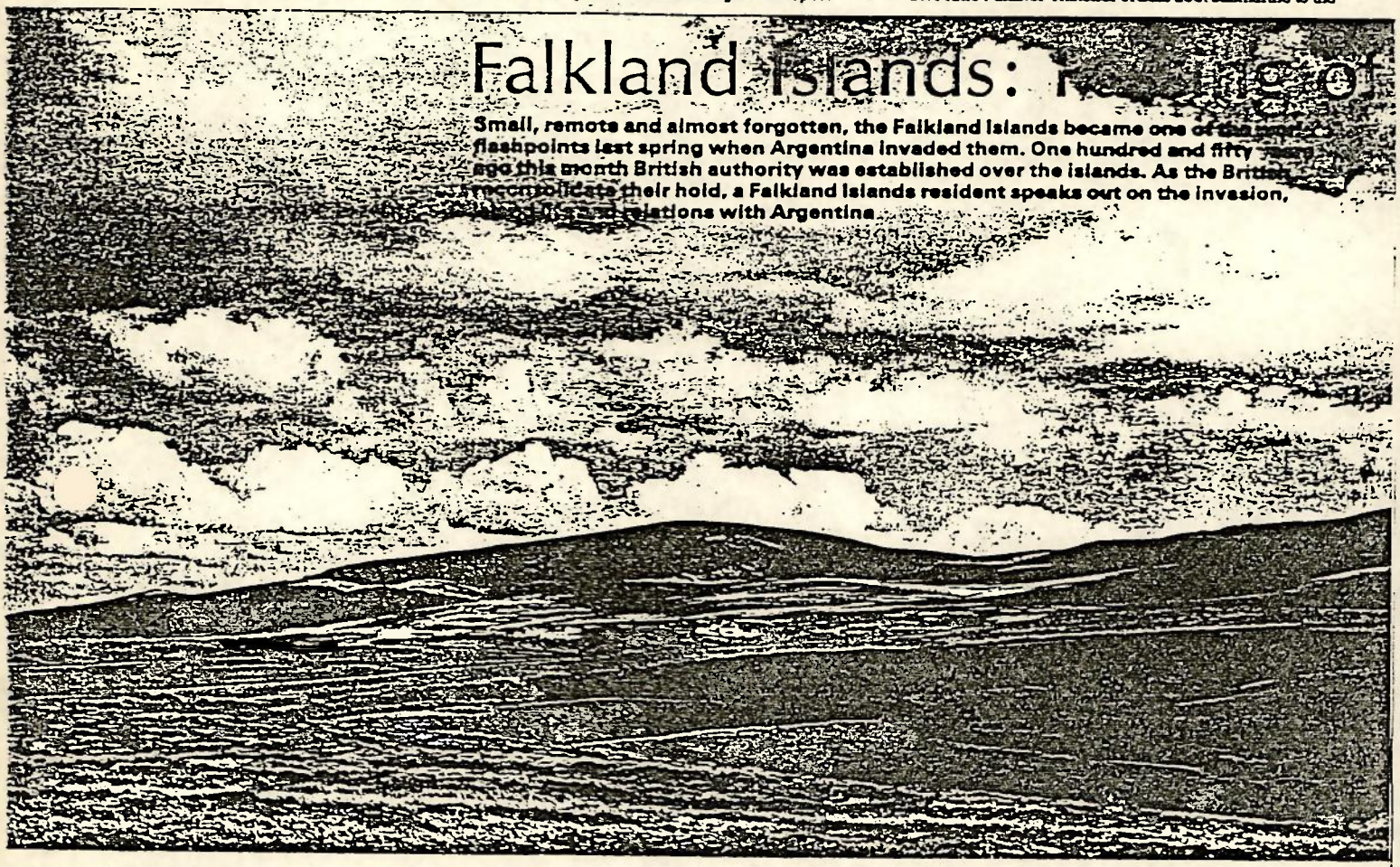
bruary 26–27: Anglo-Argentine negotiations in New York
arch 11: Argentine C-130 transport lands at Port Stanley
field, claims an emergency; actually a reconnaissance
: British naval squadron leaves for Mediterranean and
ercise 'Spring Train'. *Glamorgan* and others
: Argentine scrap merchants land at Leith, South Georgia
from ARA *Bahia Buen Suceso* flew Argentine flag
20: *Endurance* leaves Port Stanley for South Georgia
22: British Foreign Office says Argentine landing illegal
24: Lieut Mills, RM, watches ARA *Bahia Paraiso* unload
stores at Leith
28: British intelligence sources in Argentine report
suspicious preparations
28: Argentine naval units reported near South Georgia;
main Argentine fleet reported at sea; Antarctic survey ship
John Biscoe leaves Montevideo with 41 marines for Port
Stanley
29: Prime Minister Thatcher orders fleet submarine to the

Falkland Islands: [illegible] of

Small, remote and almost forgotten, the Falkland Islands became one of the world's flashpoints last spring when Argentina invaded them. One hundred and fifty years ago this month British authority was established over the islands. As the British recomplicate their hold, a Falkland Islands resident speaks out on the invasion, [illegible] relations with Argentina



Above) the Falklands emerge from beneath their blanket of cloud as a moorland landscape of greys, buffs, greens and sober reds. Homesteads are scattered over an area the size of Wales. The deeply indented coastline (below) is marked by a rugged, grey shoreline occasionally broken by dazzling white, sandy beaches

South Atlantic: Naval planning begins to despatch a Task Force
British naval units on 'Spring Train' ordered to prepare for the South Atlantic
ARA *Veintecinco de Mayo* (aircraft carrier) sails
British Joint Intelligence Committee reported no evidence of an intent to invade the Falklands
31: Argentine navy reported at sea heading for the Falklands
British Cabinet meeting on crisis
Request sent to USA for intervention with Argentine President Galtieri
Submarine *Spartan* ordered to the Falklands
April 1: Argentina advises diplomatic channels to solve the dispute are closed
Britain calls an emergency meeting of the UN Security Council
'Spring Train' contingent warned for South Atlantic duty

a lifestyle by Ian Strange

"ON THE ARGENTINE mainland coast lies the town of Comodoro Rivadavia, an oil town bearing the signs of a one-time boom, with its concrete office blocks, flats and shanty towns. Taking off from its comparatively modern airport, one gets an even better impression of the sprawling town amidst a land of bare red-clay hills, which in the dry summer winds are enveloped in dust, which in winter is changed to a sea of mud. The flight follows the coast so that one has a further impression of that part of Argentina – an impression of vastness beneath a cloudless sky and still more rolling, arid looking land, with no sign of human habitation.

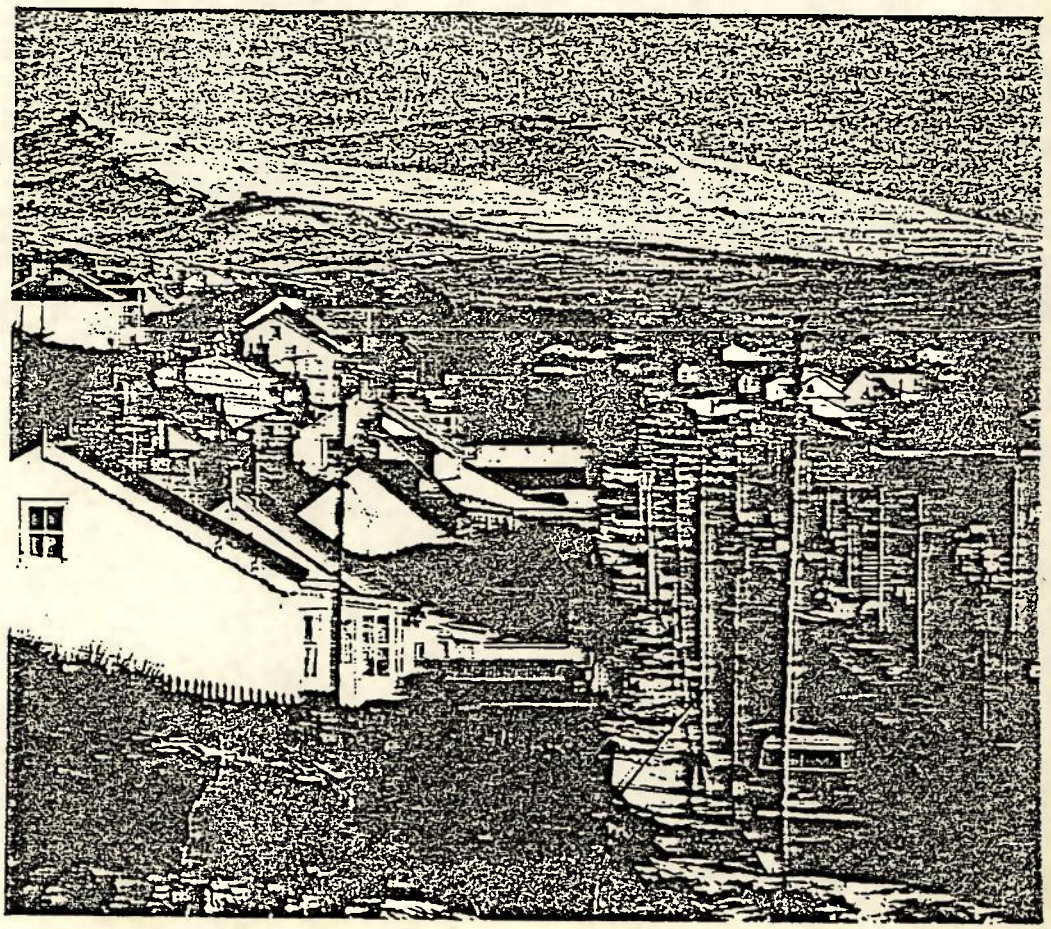
"After following the Argentine coast for 160 kilometres, the Fokker Friendship, an F-28 jet of LADE (the Argentine civil airl[illegible], changes course and heads out over the South Atlantic. In less than one and a half hours' flying time, one approaches a tell-tale pattern of cloud, like some motionless umbrella. From beneath the edges of this 'umbrella' one gets the first glimpse of the Falkland Islands. Still mindful of the vast lands recently left behind, the view is now very different: a rugged coastline, with an occasional stretch of dazzling white beach emphasized by breaking surf. The landscape is a strange mixture of colour, mainly buffs, greens, greys and rust reds, typically tundra-like in form and colour. For those who have made the journey many times before, the cloud cover is expected, but occasionally there are clear days when from a height of some 9100 metres a large portion of the entire archipelago will be visible. Probably at no other time is one so aware of how small these Islands are.

"As the aircraft descends over the Islands in preparation for its landing at Port Stanley, th[illegible]ccasional brightly coloured roof of so[illegible]building draws one's attention to small settlements or farmsteads set way out in the 'camp' or countryside. To islander passengers these are identifiable with names such as: Pebble Island, Cape Dolphin, Rincon Grande, Douglas Station, Teal Inlet, Salvador, Green Patch, Johnsons Harbour, Port Louis – a strange mixture of French, Spanish and English names spelling out the rather chequered history of settlement in the days prior to 1833.

"Landing at Stanley Airport, the visitor is aware of more contrasts, a cool air bearing the scent of kelp and peat sweeps across the open tarmac strip. Inside the small airport terminal building any Spanish speaking visitor finds the contrasts growing: except for one or two LADE personnel, everybody speaks to them in English, notices are in English, the uniforms of the officials are unfamiliar. To the British visitor, the contrasts are not so obvious, but more often he is amazed and perhaps questions in his mind if he has in fact just travelled 12,800 kilometres from the British Isles, or whether in some dream has circled the globe and landed back at some small Scottish island. For the many Argentine visitors who come to the Islands, these differences or contrasts continue. Red pillar boxes bearing the royal cipher dot the town; English road signs and British vehicles ply the few kilometres of paved roads . . ."

A few days prior to April 2, 1982 when the Argentine invasion of the Falklands took place, this was how I had written the introduction to this article. The emphasis was on a view seen by the many Argentine tourists who were then visiting the Islands and had seen for themselves how remote in culture they were from that of the islanders. But even with the wide gap that separated these two cultures, my own feelings were that one day a harmonious link would probably be found and that the dispute over sovereignty might yet be resolved. The signs had been there for an amicable relationship: trade, communications, and exchanges between the two countries had started to demonstrate that the average person, from both nations, wanted nothing but a friendly co-existence. Even though national pride on the 'Malvinas' question would not allow the average Argentine tourist who visited the

Islanders have always demonstrated a fierce loyalty to the Crown. The Union flag (above) is raised on a small outlying settlement. (Below) Port Stanley, the Islands' capital (population circa 900) on the edge of an almost totally landlocked harbour amidst rolling hills became the objective in the war

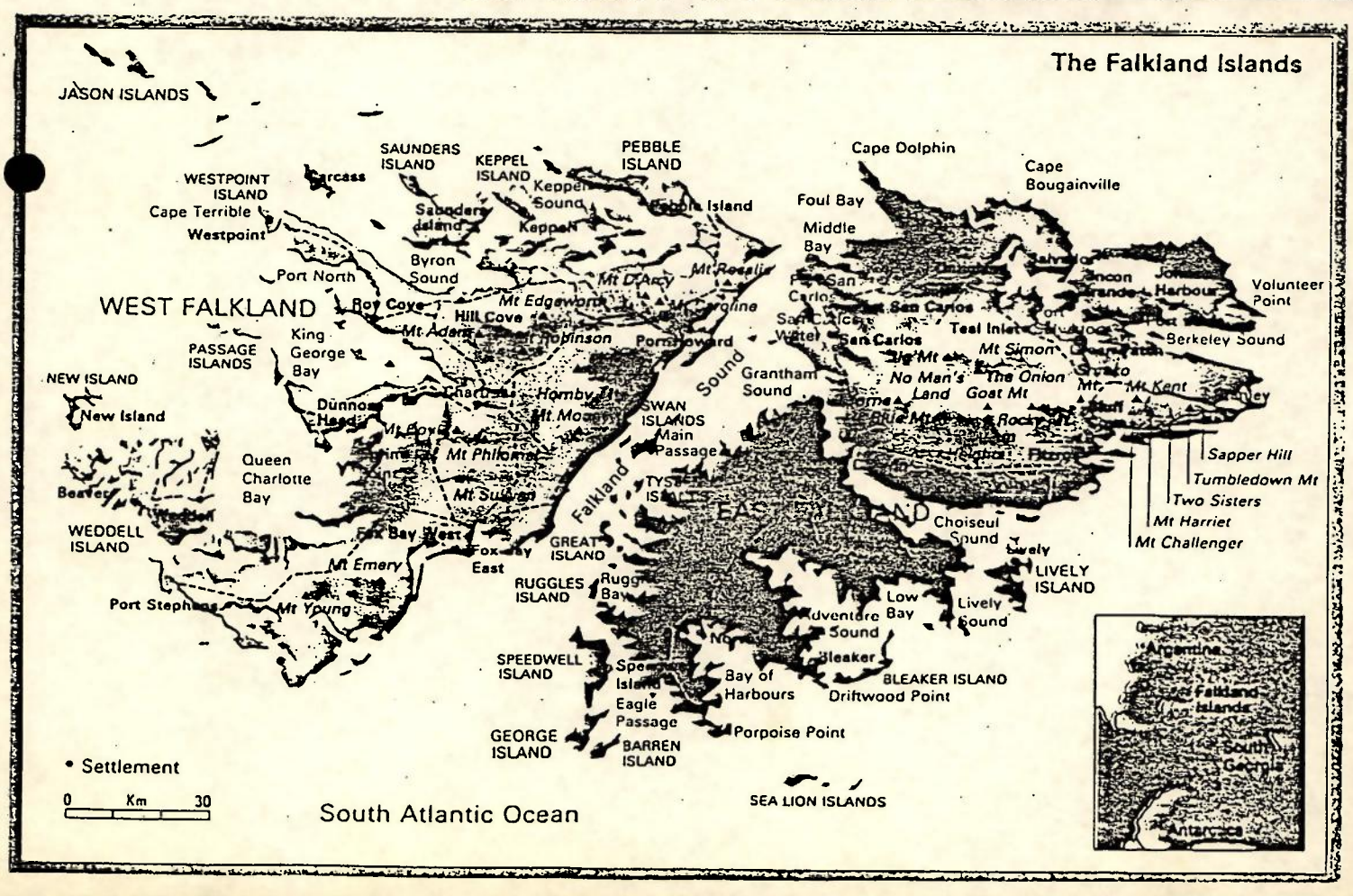


2: Argentine force lands near Port Stanley
Governor Hunt surrenders Falklands
Landing ship *Sir Geraint* leaves Plymouth
3: Debate, British House of Commons; support for an operation to recapture the Islands
Argentine force lands on South Georgia; loses two helicopters, damage to ARA *Guerrico* (corvette)
UN approves unanimously Resolution 502 calling for Argentina to withdraw and for negotiations on the future of the Falkland Islands
5: The Foreign Secretary, Lord Carrington resigns
Rear-Admiral J. F. Woodward appointed to command Task Force
Task Force: *Hermes*, *Invincible* and Royal Fleet Auxiliary *Pearleaf* leave for South Atlantic
6: 3 Commando Brigade leaves for the South Atlantic (4820 men: 40, 42, 45 Commandos and 3 Parachute Battalion)
7: Britain declares a Military Exclusion Zone (MEZ) around

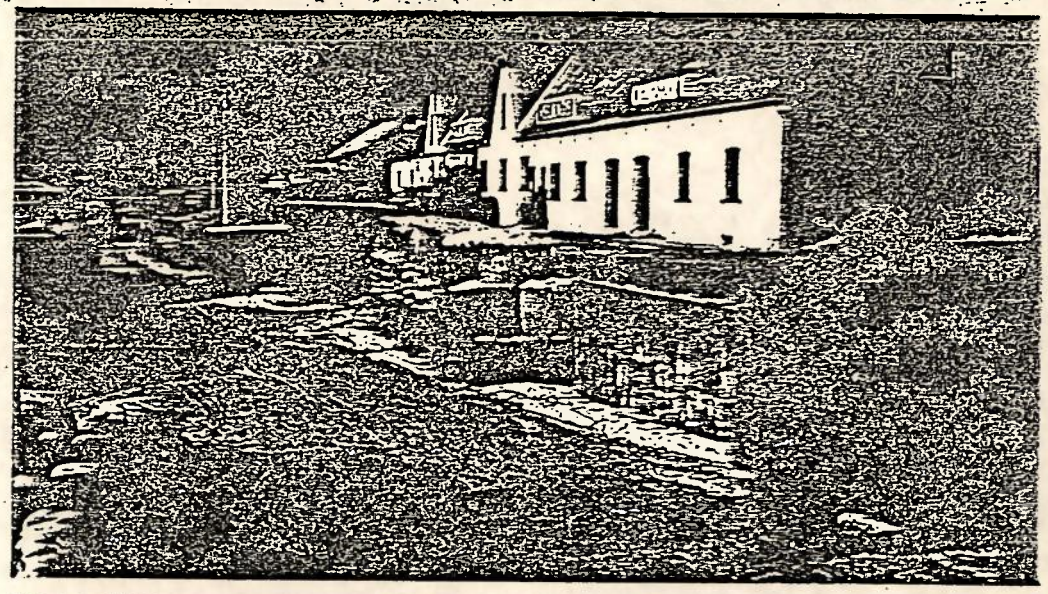
Falklands to admit openly that the Islands were anything but theirs, many undoubtedly felt a great deal of compassion for the islanders' situation and realized that the very different way of life they saw should not be changed. For the several thousand Argentines who visited the Falklands, I would guess compassion is still there. But sadly, the ten years growth of trade, communications, and (above all) goodwill, were destroyed in just a few hours by the action of a handful of men.

The feeling on that early morning of April 2 was one of utter disbelief, as it became apparent that an Argentine fleet was clearly heading for Port Stanley. Even in the final hour people tried to reassure themselves th[illegible] this was only to be a demonstration of s[illegible]gth, and that the Argentine Navy would return to base. This turned to shocked amazement as troops in heavily armoured carriers poured ashore soon to surround the small capital town and airport. From that moment on one was suddenly aware that the whole situation had changed dramatically. Within hours, my own chronicle of events, based on the last 10 years, the future as I had written in my article, was no longer a possible reality. A new chapter had to be written in the history of the Falkland Islands.

The development of the British way of life so far from Britain's shores is undoubtedly unique, and to understand it fully one has to



the Falklands
8: American Secretary of State Haig to London (he had had a preliminary meeting with the British and Argentine envoys in Washington on the 6th)
10: The EEC agrees to impose an embargo on Argentine imports
Haig goes to Buenos Aires
12: Haig visits London
The MEZ comes into effect
Submarine *Spartan* arrives at Port Stanley; sees Argentine vessel laying mines at Port Stanley
13: Haig returns to Washington
15: Haig goes to Buenos Aires
16: EEC import embargo becomes effective
18: *Hermes* and escorts leave Ascension to enforce the MEZ and attempt to gain air superiority
19: Haig returns to Washington
21: Transport *Norland* sails with 2 Parachute Battalion



(Far left) vegetable growing invokes an English village atmosphere when showtime arrives. (Near left) sheep shearer at work on one of the estates. (Top right) the Falkland Islands Company offices and warehouses. A tiny piece of Britain in the South Atlantic was an attraction for tourists (centre). Argentinians were confronted by British souvenirs. Before the conflict (bottom right) this Argentine girl taught Spanish to Island children

go back in time. After a somewhat chequered history of settlement and occupation by three different countries, the Islands were settled on a permanent basis by Britain 150 years ago. The development of the British way of life undoubtedly goes back to the commencement of this period, when the 25 or so settlers of varying nationalities (including British, German, French, Spanish and even two negro women of unknown descent) were joined by one J. B. Whitington and some 18 settlers from England. Their interests lay in developing farming in the Islands. In 1842 Lt Moody arrived in the Falklands, having been sent by the British Government to establish a civil administration. Along with Moody came more settlers and although military men they came with their families to start a new life in the Islands. Later, in the 1850s, more colonists arrived, again under the wing of the British Government; and although they too had a military background, they brought with them skills in many different trades. Many families in the Islands today descend directly from these pioneers.

The rural sector was largely established by individuals such as Whitington who saw the opportunities for cattle and sheep rearing in the Islands and likened the terrain and climate to the highlands of Scotland. Thus commenced a line of Scottish sheep farmers, and many of their descendants still continue this tradition today. With the formation of The Falkland Islands Company in 1851 and their acquisition of some 46 per cent of the land under a Royal Charter, rural-based development continued: farms were set up and more English, Scottish and Irish immigrants arrived to take up positions on these farms. Although this development had the greatest influence in the number of immigrants and the type of person who settled the Islands, the Falklands' connection with sealing, whaling and general shipping did have an influence, although minor, in the make-up of the increasing population. German, American, Canadian, French, all played a part in the Falklands' development.

In contrast to what happened in the neighbouring country of Argentina, where such immigrants were absorbed into a Spanish speaking community, in the Falkland Islands they formed part of an all English speaking community. Due to the strong connections already established with Great Britain, trade continued directly between the Islands and the British Isles, with little or no connection with Argentina. Thus the English way of life continued

without outside influence and the population referred to Britain as 'Home'. Spanish was a foreign tongue and remains so to the present time. Even with the more recent communication links (now closed) between the Islands and the mainland coast, with increasing numbers of Argentine tourists having visited Stanley, a barrier still existed, if unintentional. Even the most articulate Argentine bilinguist had difficulty fitting into "this little English town 12,800 kilometres away from 'home'". This situation came home even more during the period of occupation; language became an invisible barrier between the two populations and in my view was the source of many of the problems which led to a very early breakdo' 'n the 'new' administration. Although the was evidence that the soldier on the street wished to communicate with the islanders, the barrier remained; and, for the majority, silence predominated.

Shortly after the invasion, even the environment itself seemed to change. Walking through the streets of Stanley the pavements were deserted of islanders – not an unfamiliar thing, yet at the time of my walk I would have expected to see certain individuals about on their almost ritual walk. They were no longer there.

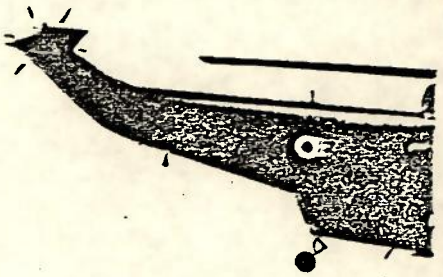
The not unfamiliar breeze also felt different and as I walked I tried to fathom out what it was that seemed wrong. Suddenly it came to me, the sound was different, the tone of the wind as it passed through the host of overhead wires was different, simply because now there were hundreds more telephone lines put up by the invading forces. They were the cause of this unfamiliar sound. To me the most striking feature was the smell of the town, a smell of a tinct nature I had noted on weekend evenings during a stay in the outskirts of Buenos Aires: a smell of wood smoke mixed with barbecued meat seasoned with sunflower-seed oil. Although not unpleasant, the wood smoke was alien to this little town, and it brought home yet another feature that demonstrated yet again how very different the two cultures are at an individual level. Later I was to associate this smell with this very different culture, and how this difference was literally to tear the town and surrounding countryside apart as Argentine soldiers, not used to a country devoid of trees, tore down fences and wooden buildings in their ever-increasing search for wood fuel. In one way this demonstrated how unprepared they had been for this lack of a simple but essential commodity; to me it was also a warning that if such a simple thing was to have this profound effect on the environment, what could we expect of the more involved structures in our way of life?

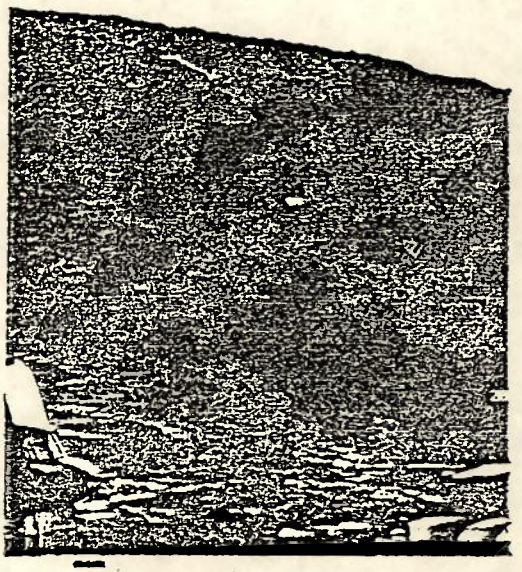
Back in 1971, following United Nations resolutions for Britain and Argentina to settle the sovereignty dispute by negotiation, there emerged a Communications Agreement. This was designed basically to permit and encourage all forms of communication between the Islands and Argentina, which up until that time had been very limited and difficult. Undoubtedly the most significant step was the building of an airstrip and the establishment of the first external air link. Like any community which had been semi-isolated for almost 150 years, the air link brought many changes to the Falklands. To the islanders, many of these changes were acceptable, and few would wish to go back to the once-monthly sea link with Montevideo in Uruguay. Quite obviously one of the hopes of this new form of communication was that both islanders and Argentines would establish links – an excercise in 'getting to know each other'. Children from the Islands were offered scholarships to Argentine schools, giving a chance to many youngsters to broaden their education and, perhaps, to encourage them to become Argentine citizens one day. But in a strange twist, in the same way as the Argentine tourist found no comparisons, the children, although grateful for their new experiences, returned to the Islands with an even greater desire to retain their English way of life.

Depending on a one-industry economy, that of wool, the Falklands have always faced potential hardships as world markets controlled the price of this commodity. The colony's reserves have slowly dwindled each year and at the time of the invasion their economic future did look bleak. Strong emphasis is still placed on the Islands' wool industry as a continuing backbone to the economy, and changes have been taking place in an effort to make this industry more productive. Perhaps one of the most significant of these changes has been the sub-division of some larger estates, with the sub-divided areas sold or leased to younger would-be farmers. The system has yet to prove if a viable production can be increased in the long term; however, it has had merit in applying incentive to some young islanders who through lack of opportunity might otherwise have left the Islands.

Numerous calls have been made for diversification into other potential industries. On a small scale, tourism had commenced. The Islands' vast kelp beds have been investigated for the production of alginates. Polish and Russian fishing fleets had been operating in waters about the Falklands with apparent success, and the possibility that oil exists offshore, all offer potential diversification. But the question is, for whom, and how? We have seen that generally speaking the islander is a person of rural skills, of an insular nature and having dependence on few employers. If plunged into these new industries, could he – and, more importantly, his way of life, survive?

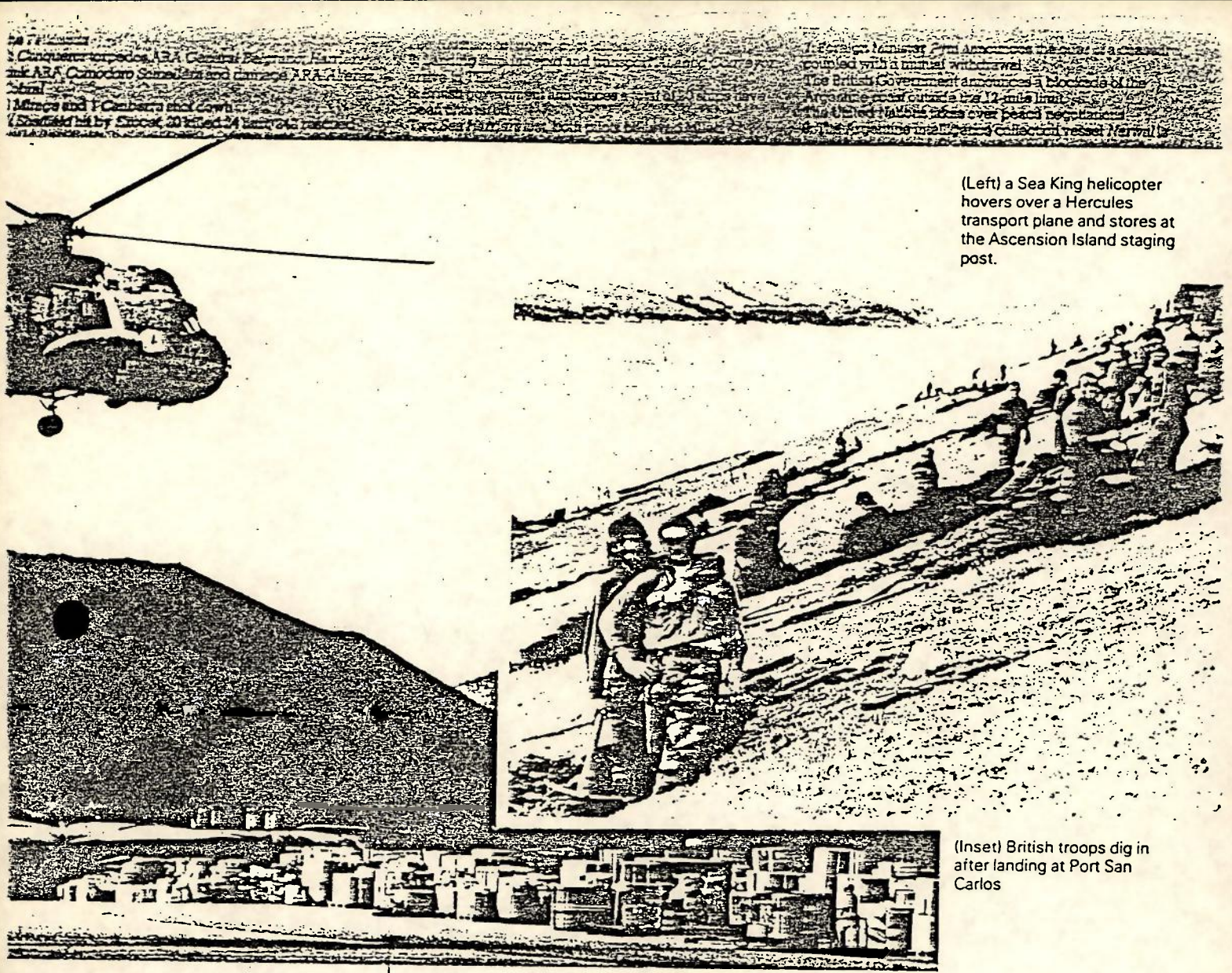
In one of those unusual twists of life, the recent conflict has answered the latter. Already the signs are there: the former way of life has commenced its change. The action of the invasion by Argentina, followed by their occupation and the subsequent re-





taking of the Islands, all have brought change. Islanders, who knew nothing but peace, a relaxed, quiet life and a pace perhaps out of date with much of the rest of the world, have suddenly been subjected to the reverse. The islanders themselves are very adaptable in a practical sense; many, such as the young who perhaps wanted to see the pace of living accelerated, could adapt; but there will be many who will find they have lost the very special way of life that has, until this time, kept them in the Islands. But what is that 'special way of life' that the Islands enjoy? Actually to analyze and put into words what this means is difficult, for there is more to this life than those points already mentioned. The environment alone is important. Although condemned as harsh by many who do not live in the Falklands, it has an attraction for many. In different ways it presents a challenge and emphasizes the pioneering spirit that holds many people to the Islands. It has avoided the industrial revolution, the clamour of 'modern life', and many claim they can hear the silence. In the 'camp' or countryside, islanders will to a degree be untouched by many of the changes that have already come to Stanley.

One of the main factors concerning the



(Left) a Sea King helicopter hovers over a Hercules transport plane and stores at the Ascension Island staging post.

(Inset) British troops dig in after landing at Port San Carlos

The long-distance war

by Bob Elliott

Fighting a war on an island at the other end of the world presented military strategists with a host of problems as Major Bob Elliott explains

MILITARY COMMANDERS CONSIDER carefully the influence of geography on their campaign. Terrain, climate, distances affect tactics, logistics and communications. The Falklands war was perhaps an extreme example of the role these factors play.

Argentine leaders considered the Falklands geographically, politically and historically, to be South American territory. They are two hours flying time, 30 hours easy steaming, from Argentine bases. British moves to reduce its political and military links with the Islands; their distance – some 12,600 kilometres from Britain; and the lack of a base en route, all argued that Whitehall would not oppose a takeover. The only possible staging area, Ascension Island, had been leased by the United States; US/Argentine connections would surely deny its use by the British. If the Falklands were occupied during the winter, the short period of daylight, gales to Force 10/11, sea swells to 20 metres, fogs, rain, sleet and snow, would combine to dissuade a force.

But British political considerations supervened. A clause in the lease agreement with the US gave Britain access to Ascension. Whitehall despatched a Task Force sufficiently large to counter the Argentine invasion, its equipment, munitions, supplies, spares and accommodation. Warships were sent to protect the Force from attack by sea and air. Because Britain's defence effort is concentrated in the NATO area the troopships, stores ships, tankers and repair ships that are necessary to support such an operation are either not now part of the Navy or are in short supply. They had to be obtained from the merchantile world. Because of the distance, these required support vessels. In the end, in addition to the Navy and its civilian-manned Royal Fleet Auxiliary, over 50 ships, 673,000 gross tons, were obtained from 33 companies.

But Ascension's chief asset was the 3000 metre airfield, Wideawake. After deploying air controllers and ground support this

future of the Falkland Islands and their people has been the dispute over sovereignty. While this continued it seemed unlikely that efforts would be made to develop the Islands, certainly the larger indu[illegible]es of fisheries and oil. Now the situ[illegible]n has changed, and changed dramatically. The action of Argentina has destroyed her own claim to sovereignty. In those early hours of April 2, Argentine forces themselves created the destiny of the Islanders – there can be no return to the situation prior to that date.

For 150 years the Falklands have remained obscure, almost unknown, to the outside world. Now they are the focus of attention, recipients of large amounts of financial aid to help them build a new future. Already they have been subjected to a traumatic experience in the form of an invasion and occupation, and now the aftermath of war. None of this was created by the Islanders, but now they must take on the entire responsibility for designing a new and different future for themselves for these Islands, which can never slip back into the obscurity the islanders most dearly desire.

Ian Strange is a freelance writer and wild life artist who lives in the Falklands

Captured ... 2 Welsh Guards, 1/7 Gurkha Rifles)
10: *Sheffield* sunk; *Narwal* sunk
11: *Antelope* sinks transport *Isla de los Estados* in Falkland Sound
12: Troopship *Queen Elizabeth 2* leaves Southampton with 5 Infantry Brigade (3 Battalion, Scots Guards, 1 Battalion
13: Commander 3 Commando Brigade briefs his officers on the landing
British Government announces an additional 19 vessels chartered
14: Ambassadors Sir Anthony Parsons (UN), Sir Nicholas Henderson (USA) recalled for consultations
Febble Island raided by SAS with gunfire support from *Glamorgan*; 11 Argentine aircraft destroyed
15: USSR launches *Cosmos* 1368 reconnaissance satellite
19: *Harriers* sink *Rio Carcarana*; damage *ARA Bhaia Paen*
Suceso transports

(Above) Royal Marines strung out as far as the eye can see, as they 'yomp' their way round the northern edge of East Falkland in freezing conditions in the push to reach the Islands' capital, Port Stanley

became a major base, 8½ hours flying time from Britain. Peak traffic was some 800 sorties a day, moving stores and men between ship and shore and between ships. Fuel storage was more than 1.13 million litres. Tanker aircraft included 16 Victors; 10 were used to support the single Vulcan which bombed Port Stanley airfield on May 21. Transport airlift was also supported. Some 200 sorties were flown, with only one failure; 11,500 tons of fuel were transferred. Those transport flights took between 25 and 28 hours per round trip, with all the problems of crew fatigue.

Detailed operational control of the Task Force was exercised by Admiral Sir John Fieldhouse from his headquarters at Northwood, Middlesex. Because of the distances, signals were passed via satellite to subordinate commander afloat. The system is secure, but it turned out to be vulnerable to emissions from other electronic equipment. A side effect was delay in news reporting and the Press frequently found itself "scooped" by the Argentines. Fortunately, Argentine credibility soon slipped, although some reports had adverse effects on world opinion and British public morale.

Military operations are rarely successful when the enemy has air superiority. This had to be gained against superior Argentine numbers, admittedly flying at the outer limits of their combat radii and with limited in-flight refueling. The Task Force had no airborne early-warning capability. The destroyer *Sheffield* was deployed as an early-warning radar picket in lieu. Her loss (on May 4) forced Rear-Admiral Sandy Woodward to deploy his carriers *Hermes* and *Invincible* east of the Falklands, out of range of enemy air, and limited his options.

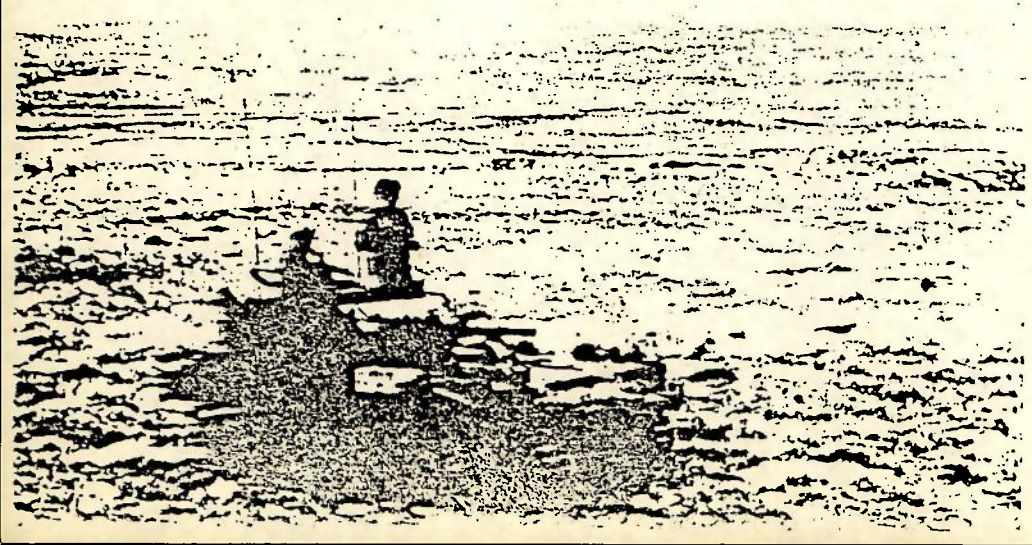
Planning for any amphibious operations must consider a number of related factors: the approaches to the beach (troops are vulnerable as they wade ashore; landing craft come in as far as possible), tides, underwater obstacles (rocks, sand-bars – and the kelp which flourishes in the Falklands), gradient; the beach itself, including its formation (rock, shingle, sand, mud, gradient), its exits, any local topographical and man-made facilities (roads, warehouses, shelters). The enemy defences: locations, protection, strengths and, within reason, procedures, must also be examined. It was this information that the Special Air Service and the Special Boat Service were sent to collect. Their information and the characteristics of the Force itself made San Carlos Water almost an inevitable choice.

Argentine Intelligence may have miscalculated the strength of the Task Force. In any case, General Menendez had insufficient strength for his mission and mishandled what he did have. Instead of deploying sufficient force to control the few places where landings were possible, thereby compelling the Force to fight its way ashore, he merely placed small parties of observers at most possible sites. These could not fight. His three larger garrisons at Darwin – Goose Green, the West Falklands and, the main body, at Port Stanley, could not support each other because of the inadequate tracks between them.

Falklands Sound is narrow and San Carlos Water more so. The hills round the Water were to give protection against the Exocet missile but they also made it possible for low-flying, high-speed aircraft to approach. Argentine pilots could come in low, hidden from radar by the hills of West Falkland, and bomb almost before the gunners could engage. Many were lost as they left the area, but the damage they caused was great.

The land battle was as much against terrain and climate as the enemy. On foot, a mix of peaty mud and rocky outcrops in the plains, rock in the hills, makes going difficult. There was little armoured support, only four Scimitar and two Scorpion light tanks. These have a 'footprint' of only .37kg/cm² or somewhat less than a man standing, and had little difficulty moving across country. But there were not enough of them. The artillery relied on helicopter lift to move its guns and ammunition. The loss of all but one of the heavy lift

The British troops had little armoured support on the ground with only a handful of light tanks. The Scorpion (below) has an imprint on the peaty ground no heavier than a man's foot



17: Ireland and Italy end embargo on Argentina
Troops moved around the fleet in preparation for landings
18: *Fearless* and support ships with remainder of 3 Commando Brigade join *Hermes*
19: UN Secretary General de Cuellar makes a last attempt to convince Thatcher and Galtieri to stop the war
British Sea Kings operate in Gulf
20: Last pre-war House of Commons debate
Rear Admiral Woodward given an open mandate to attack
21: San Carlos Bay becomes fleet in Falkland Sound
Air raids start (300 hours) *Ardent* hit 22 killed 30 injured
Canberra withdraws
3 Commando Brigade lands 3 Gazelle helicopter crash
Helicopter crash kills 21, 18 of them SAS
22: *Ardent* sinks
23: *Antelope* hit
3 Brigade consolidates landings
24: *Antelope* sinks

helicopters in *Atlantic Conveyor* (on May 25) impeded the plan. In action, the recoil from the discharge drove the trails into the peaty soil. This affects accuracy and frequent halts had to be made to relevel.

A good example of the use of terrain for defence was the Argentine deployment at Darwin – Goose Green. The positions were located on an isthmus about 110 metres wide with a ridge running across it; they could not be outflanked. The approach was over bare ground under full observation from the forward hills. With frontal attacks virtually halted, one company took advantage of a little overhang above a beach, outflanked the forward Argentine defence company and captured one of the two major defences.

Winter in the Falklands is unpleasant. The rain saturated clothing. Wind and low temperatures induced hypothermia. Those without waterproof boots developed an ailment known to their grandfathers in 1914–18 – trench foot – where the skin on the feet sloughs off, leaving raw flesh. Even the British Marines and Paras, well trained, accustomed to living rough in the field, found survival hard. Their opponents, often in thin, inadequate clothing, were prey to all the uncertainties of a force which has lost the initiative.

Without in any way denigrating the skill and bravery of the British units, the last battles for Port Stanley could have been much more difficult. There were hills which lay in a succession of rough arcs astride the routes from San Carlos to Stanley. These were rugged, offering lots of cover and observation for the defence. Enemy positions were often well sited. Had they been held resolutely, the battle would have been bloody indeed. Mount Kent and Mount Challenger fell easily on May 31. Mount Longdon, held by the 7th Regiment cost 3 Parachute Battalion 14 killed and 35 wounded. It, Two Sisters, Goat Ridge and Mount Harriet fell on June 12. Mount William on the 13th, Mount Tumbledown and Wireless Ridge on June 14.

The retaking of the Falklands complete, plans for their reconstruction and protection are in train. But there are no signs that the political forces that led to war have in any way changed. The geographical facts remain. There may be enough money in sheep to pay for the Islands' administration, but little more. There may be oil, but its extraction will be more difficult than in either the North Sea or the Canadian Arctic. There may even be a fishery industry, using krill as its basis. But if it does become prosperous and even profitable will this not add more fuel to the existing fires of Argentine nationalism? A diplomatic solution is now even more remote than before April, 1982. But the alternatives are even more unacceptable – to all parties.

Major Robert Elliott is Information Officer at the Institute of Strategic Studies

Options for a Falklands' future

by Lord Shackleton

Halfway through the campaign to win back the Falklands, Lord Shackleton was asked to update his earlier report on the Islands. He summarizes his findings and explains the thinking behind his revisions

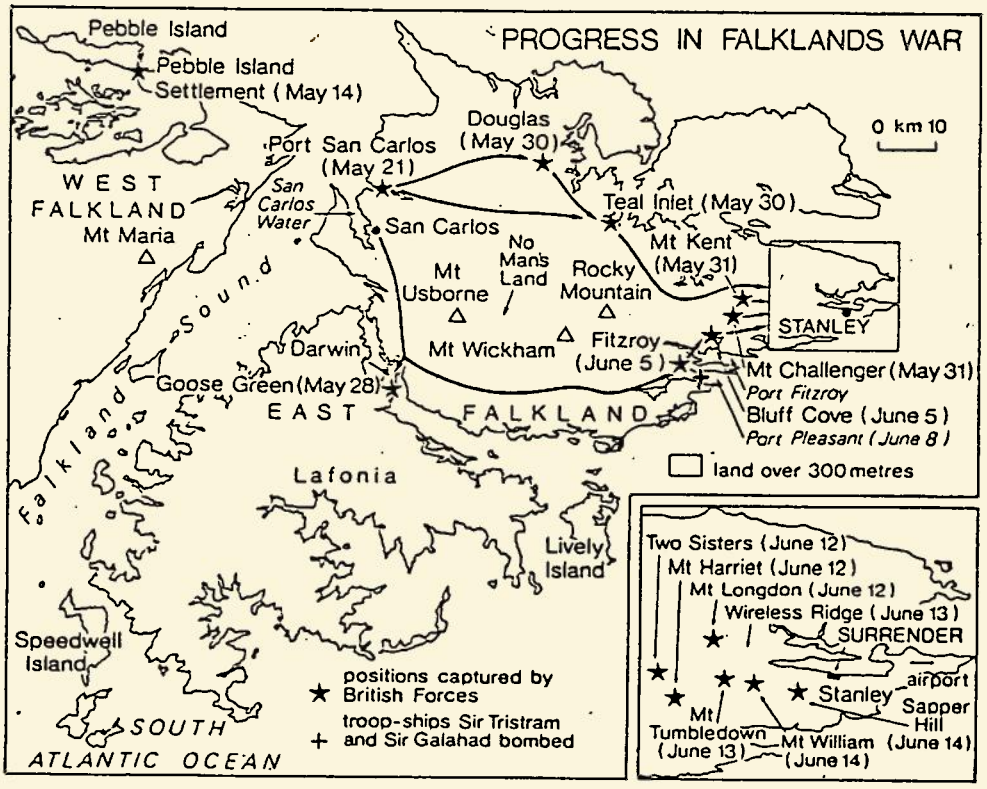
IF EVER THERE was a problem that called for geographical understanding, such has been the Falklands Islands issue. It is necessary to consider the recent conflict both in relation to the Falkland Islands themselves and in regard to the wider area of the South Atlantic, in particular the Weddell Sea and the peninsula of the Antarctic region.

At an advanced stage of the campaign in the Falklands, the Prime Minister asked me to update my original Report, taking into account the changes and developments that had taken place since 1976. In this Report, we had to consider the significance of the geography of the Falkland Islands and their Dependencies, including South Georgia.

The economy of the Falkland Islands is still almost wholly dependent upon the production and export of wool. We found (we being my team – and I was fortunate to get five of my original team of six) that the economy was in danger of serious contraction and possibly even eventual collapse. There is not space here to list all the detailed proposals. However, once again we reiterated the importance of establishing small ovner-occupier farms, and the setting up of a Falkland Islands Development Agency, which would take over all absentee-owner farms, and thus halt the flow of profits from these farms to outsiders. We were well aware that this was by no means an easy proposal and that it had political implications which might not be welcomed by some. The intention was that in due course these farms should be sold/leased or otherwise made available to local people who were willing to take on the responsibility for running them and make their livelihoods in the Falklands. We said we would also be in favour of some immigration in due course.

We looked at a number of other aspects of the economy which we had considered in our previous Report:

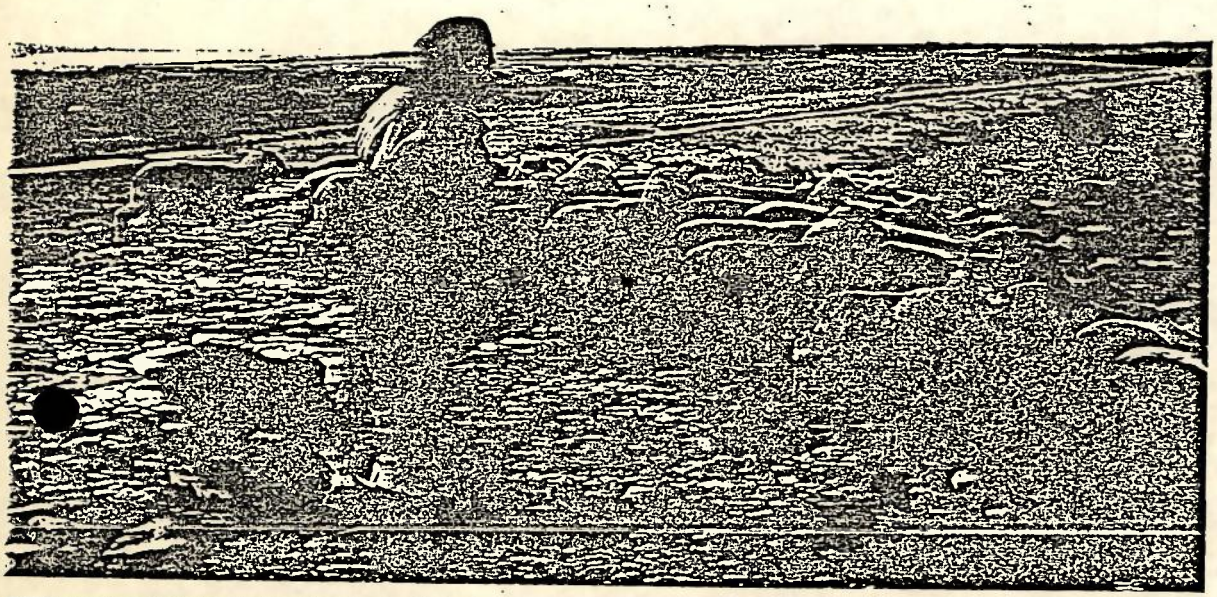
- Salmon ranching – We supported the idea of a pilot project, based upon investigations which had already been carried out and we recommended the expenditure of money on an investigation to look into the possibility of commercial fin fisheries – perhaps in consultation with the Poles. In this connection we emphasized the significance of South Georgia with its colder Polar climate delineated by the phenomenon of the Antarctic Convergence.
- Krill harvesting – The enormous stocks of



Harriers sink transport *Monsoon*
25: Argentine National Day
Heavy air raids, casualties heavy. Sea battle ends
Coventry bombed, sunk: 21 killed 20 injured
Atlantic Conveyer hit by *Exocet*: 12 killed
26: Commander 3 Brigade ordered to advance
27: Brigade Maintenance Area bombed; casualties
28: 2 Para Battalion capture Goose Green and Port Darwin; 17 British casualties, 34 wounded; some 1400 Argentine prisoners, 250 killed.
45 Commando ordered to Douglas; 3 Para to Teal Inlet
29: *Atlantic Conveyor* sinks
30: 5 Infantry Brigade lands
45 Commando and 3 Para arrive at Douglas and Teal Inlet
Argentines fire three *Exocet*, no hits
Harrier shot down
31: K Company of 42 Commando is helicopter-lifted to Mt Kent link with a squadron of 2 SAS
June 1: Mt Kent captured; Mt Challenger occupied
2: Landing Ship *Sir Percival* to Teal Inlet to establish a new Brigade Maintenance Area

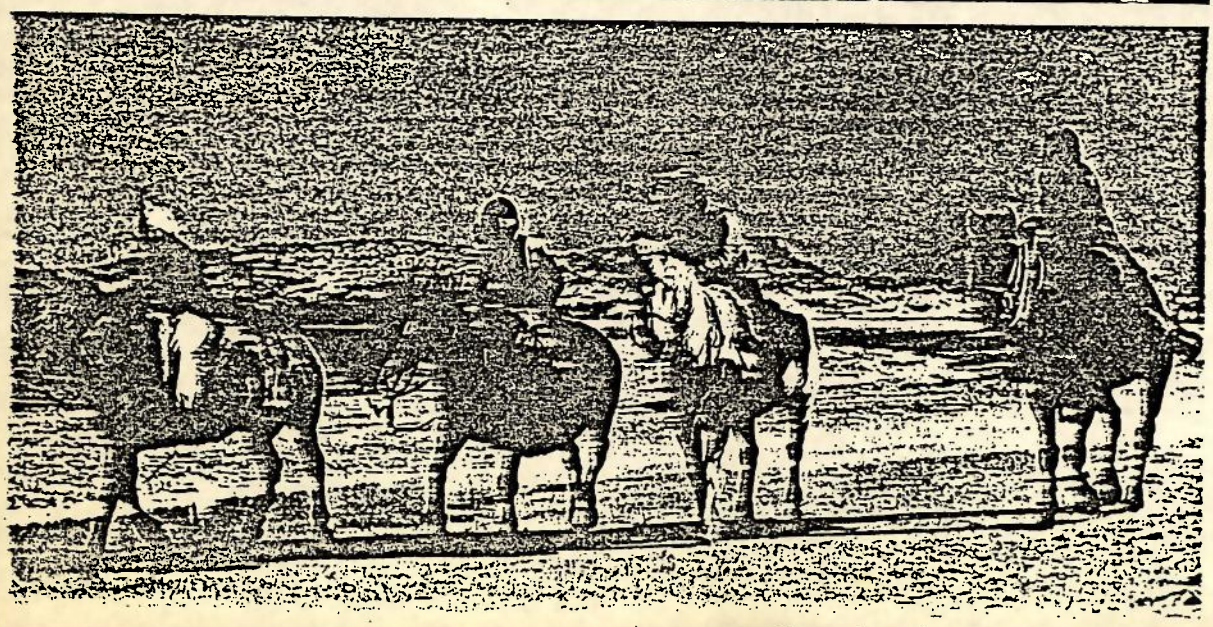
Before man came to live on the Falklands, their only inhabitants were millions of seabirds and marine mammals, a richness of life which was to attract the first settlers – a floating company of sealers, penguin oilers and whalers. Penguin rookeries (left) may now underly a new tourist industry based on wildlife interest

Many Falklanders today are well known characters within their own community. Angus 'never say die' Jaffray is the cemetery keeper



(Left) some of the Islands' large flocks of sheep are rounded up. The wool industry remains the backbone of the economy but better and higher production is being sought in the wake of increasing production costs and inflation

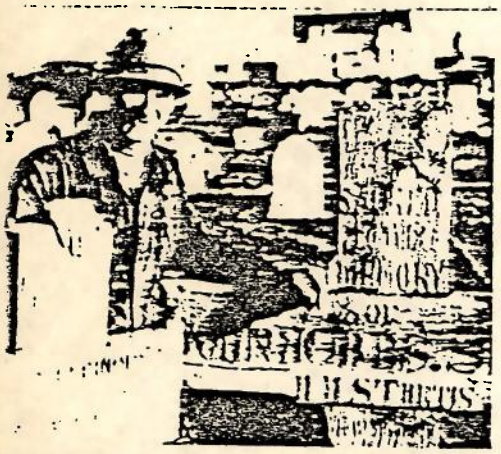
(Right) there are few stores in Port Stanley and the variety of goods available is not extensive

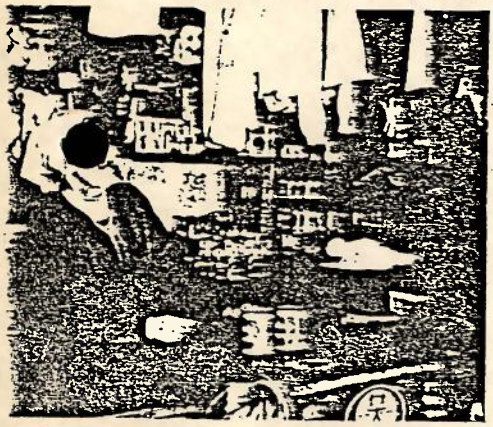


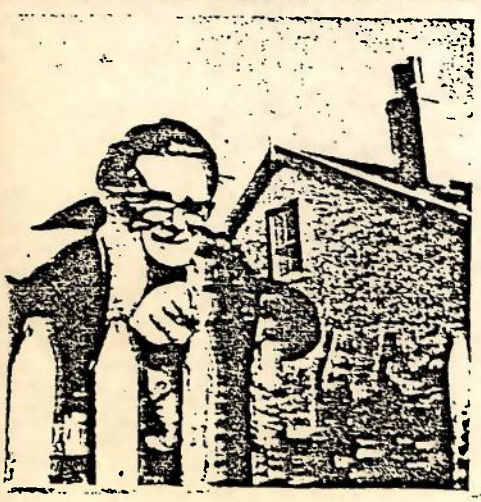
(Bottom left) in the days prior to the invasion riding on the fine, sandy beaches was a popular form of recreation. Now many beaches are unsafe because of indiscriminate placing of anti-personnel mines

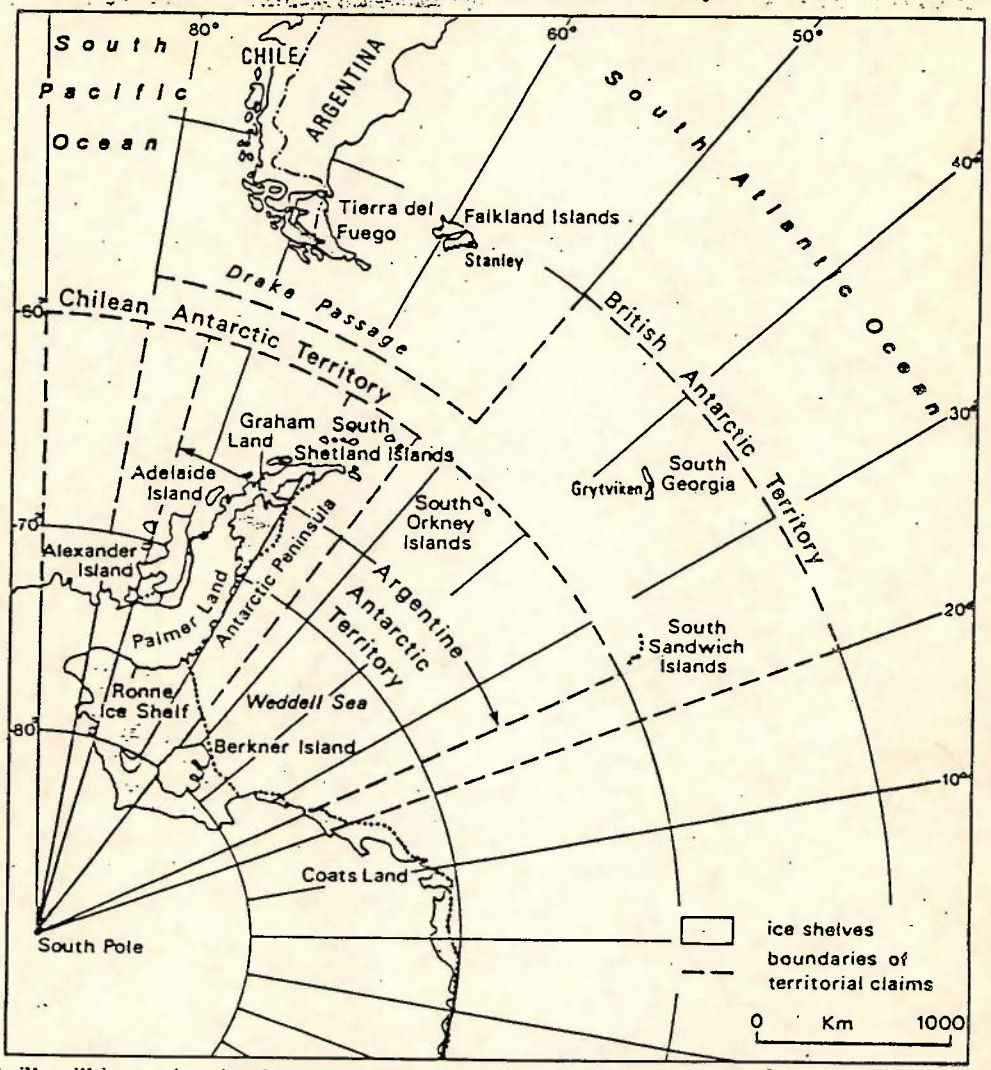
(Right) Joe Cletheroe, a general handyman is now retired; (bottom) Theo Fleuret, retired farm worker and butcher, has lived and worked in the Islands all his life, but was born in Chile

3: Propaganda leaflet raid on Port Stanley
Vulcan lands in Brazil following a refuelling accident
5 Brigade advance party of B Company of 2 Para takes Fitzroy and Bluff Cove
8: Landing ships *Sir Tristram* and *Sir Galahad* bombed in Fitzroy; 59 killed 74 injured
Landing craft bombed in Choiseul Sound; six killed
Plymouth bombed in San Carlos Water
10: Brazil releases *Vulcan*
Four more *Chinook* helicopters arrive bring total to 5
11: Final assault on Port Stanley begins
12: 3 Para Battalion captured Mt Longdon
45 Commando took the Two Sisters feature
42 Commando took Mt Harriet
Glamorgan hit by *Exocet*: 13 killed, 14 wounded
13: 2 Para Battalion took Wireless Ridge
2 Scots Guards took Mt Tumbledown
14: 1/7 Gurkhas took Mt William
1 Battalion Welsh Guards took Sapper Hill
General Menendez surrenders
17: General Galtieri resigns









krill will one day be harvested but this requires an important scientific basis if proper conservation is to be achieved.

● Hydrocarbons – We were still not hopeful that production would take place in the forseeable future; and disappointingly, with the over-production of alganitz, the kelp prospect seemed to be less successful.

● Tourism – However, we did favour the development of a small tourist industry, particularly because of the various wildlife attractions.

● Knitwear industry – We were also in favour of setting up a distinctive knitwear industry.

Crucial to all these proposals, however, was the re-establishment of regular air links in the Islands.

The social aspect of the Falklands' problems has always been acknowledged. We recognized, of course, that a permanent large garrison would have a major effect on the Falkland Islands, and that this could be an influence for good or for bad. We also recognized the need to provide more opportunities for young people, if the flow of them leaving the Islands is to be stopped. To this end we proposed expenditure of something like £30–£35 million, with further expenditure on experimental fishing probably taking another £40 million. These proposals would essentially be long term and would not bear directly on the development of the economy of the Falklands Islands. The Islands have always paid their way, and on the whole, Government revenues are likely to be especially reinforced by the product of philately.

We had a number of other detailed proposals, but I for one was very conscious of the relationship between the Falkland Islands and the future peace of the whole region. It was clear from statements from the then foreign minister Costa Mendez himself that the Argentines, with their base in South Thule and – as they hoped – with control over the Falklands and South Georgia, hoped to achieve economic and political supremacy in the whole region. This clearly could be a threat to the stability of the Antarctic and the Antarctic Treaty. While it will probably by many years before any of the mineral or hydrocarbon resources on the mainland of Artarctica are exploited, it is clearly essential that this should be done as part of an international regime.

Lord Shackleton, a Labour peer, has produced two reports on the economics of the Falklands for British governments